

BRAC MOBILITY PROJECTS MATRIX, DEVELOPED BY BRAC IMPLEMENTATION COMMITTEE (WORK IN PROGRESS, AS OF JAN. 3, 2011)

NOTE: Bethesda BRAC interagency coordination group includes MDOT, MCDOT, MC BRAC Coordinator, MNCPPC, SHA, MTA, WMATA, NNMC & NIH

[illegible]

8. Chevy Chase Valley Study	Study mobility and safety impacts of SHA intersects	MC-DOT/	SHA/ MNCPPC	MC-DOT funded study**	2011?**	?	<u>MC-DOT study</u> ** <u>10-4-10 Plan</u> **; In County budget
9. Enhanced Express Commuter Bus Service **	Expand bus and depot capacity for more shuttle service	MC-DOT WMATA MDOT/MTA	NNMC, NIH	RideOn depot in County budget	Sept. 2011	\$5.3 million	State LOTS funds?/ WMATA BRAC study; <u>MTA ICC bus study</u>
10. Kiss & Ride drop-offs **	BIC proposed near gates at MD 355 & JBR	NNMC	WMATA MDOT/SHA	n/a	n/a	n/a	Not included in traffic mitigation projects
11. Coordinate w/NIH Shuttle Buses **	Cost-effective way to promote transit	NNMC/NIH	MC-DOT	n/a	n/a	n/a	WMATA bus study; MC-DOT Discussions
12. Comprehensive Corridor Study **	Sustainable Transportation Corridors	SHA		n/a	n/a	n/a	BIC has recommended **
13. I-495 Beltway Ramp Study **	Determine feasibility of direct access to NNMC	MDOT/SHA MNCPPC	MC-DOT (supports conclusive feasibility study)	SHA: Project not be feasible **	n/a	n/a	<u>project might not be feasible</u> **
14. MD 355/Cedar Lane interchange	Grade separation to facilitate mobility	MDOT/SHA	MCDOT	In County Master Plan	n/a	>\$75 million	Not funded, not in MDOT CTP **

**** NOTES:**

1. On-base traffic mitigations are detailed in NNMC Master Plan Update, submitted to NCPC November 7, 2008.
2. Navy has committed to making North Wood turn lane improvements in conjunction with improvements at North Wood Gate.
3. All three planned garages funded; one complete and two under construction.
4. TMP detailed in Master Plan Update, submitted to NCPC November 7, 2008.
5. Defense Access Road certification, 9-09. \$20 million in DOD budget. July 2009 WMATA feasibility [Final Report](#) studied five options: Shallow pedestrian tunnel with elevators or escalators; Deep east-side elevators to Metro platform; Combination of shallow pedestrian tunnel and deep east-side elevators; pedestrian overpass; and No-build option with at-grade pedestrian safety enhancements. MC-DOT has initiated [NEPA study process for MD 355 crossing project](#); Agency stakeholders identify Local Preferred Alternative as shallow tunnel/deep elevators with at-grade pedestrian and traffic improvements, Dec. 2010.
6. MDOT has programmed \$45.3 million, but has deferred \$15.9 million. Current funding includes \$9.4 million FY08-10 congressional appropriations and \$500,000 OEA grant. Public Workshop, April 2, 2009 showed \$215 million in potential improvements. October 2009 "Tiers" plan shows estimate approx. \$157 million. D&E to determine whether all mitigation proposals are feasible. Conservation easement issues outstanding. SHA proceeding with Tier I projects, Dec. 2010.
7. May 2009: DOD Office of Economic Adjustment approved \$750,000 for MC-DOT Facility Study (with BRAC Implementation Committee input); Included in CIP; County Exec. budget request for >\$5 million for construction; 3-24-10 Public Presentation of concepts; 4-14-10 Cedar Lane bridge & ped. facilities designs.
8. [MC-DOT studied Chevy Chase Valley access safety issues and potential mitigations](#) at MD 185/Jones Bridge/Spring Valley Rd. [10-4-10 Consensus solution](#).
9. Funds may be needed to acquire additional shuttle buses; WMATA/MDOT-MTA conducted statewide BRAC bus studies; [MTA ICC bus service study under way](#).
10. BRAC Implementation Committee has proposed Navy add Kiss and Ride drop-offs near its gates along MD 355 and Jones Bridger Road to facilitate traffic flow. Not included in Navy Gate Improvements.
11. BIC has proposed that NNMC work with NIH to coordinate shuttle bus needs; Ken Hartman of BCC Services Center coordinated meeting. See also Number 9.
12. BIC has proposed a greater area-wide transportation study incorporating concepts of Sustainable Transportation Corridors.
13. SHA has issued technical papers in [2008](#) and [2009](#) detailing why a Beltway ramp to NNMC might not be feasible. County desires a conclusive SHA study.
14. Grade separated interchange in Bethesda Master Plan. Not funded and not included in MDOT Consolidate Transportation Plan.